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PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond@xtra.co.nz

IN THIS ISSUE

FRONZ Accounting Change	1	Ticket Theft	7
FRONZ Conference 2017	1	International News	8
Woodville Station	2	Future Mainline Excursions	9
News From Our Members	3	Picture of the Month	10
Classifieds	7		

FRONZ ACCOUNTING MOVES TO XERO

The FRONZ Executive, at its September meeting in Wellington, agreed, at the request of treasurer, Hugh McCracken, to switch to Xero cloud-based accounting software for the FRONZ accounts.

During the past couple of weeks contacts have been added, along with transactions for the 2016-2017 year to date. Great to have the lot in and reconciled. Next steps are to set up monthly reporting and have a feed of transactions from the FRONZ bank account in place.

We have just started issuing invoices and statements from Xero. Some members will have received these already.

There are a few minor format changes with the invoices and other documents produced, and these are being emailed directly from the Xero servers.

It is still early days with Xero. Please let us know if any further changes could be made to improve the service.

FRONZ CONFERENCE 2017

Further news on planning for the 2017 FRONZ Conference in Dunedin from Friday 2 to Monday 5 June.

We have selected Scenic Hotel Southern Cross for the conference venue and accommodation. The hotel has offered a very good room rate which includes breakfast for FRONZ delegates. The hotel is about 600metres walk from the Dunedin Railway Station. The Dunedin Casino is also located at the hotel.

Our host group this year is the Otago Excursion Train Trust and we have arranged a couple of trips on Dunedin Railways. On Friday 2 June delegates and guests will be able to travel on the daily Taieri Gorge Limited train to Pukerangi and return. The train leaves the Dunedin Railway Station at 1230, returning 1630. We have arranged a very special fare for this trip for FRONZ delegates and partners. The trip will be FREE OF CHARGE. So make you make your travel bookings to Dunedin in order to take advantage of this great offer.

On Monday 5 June we will also be guests of Dunedin Railways as they are running a day trip from Dunedin to Oamaru and return on the Silver Fern railcar. Once again we have a great fare deal on this trip of only \$50 per person. The trip will leave Dunedin at 0930, returning at 1730. We will have a chance to visit and ride on the Oamaru Steam and Rail train during our two hour stopover there. Overnight accommodation in Dunedin is recommended following this excursion. For anyone not familiar with the spectacular line north of Dunedin this is a great chance to take an extra day and experience it.

We are still working on details for the Conference sessions Saturday and Sunday.

On Sunday afternoon we will be transported by heritage bus for a look around the Dunedin Gasworks Museum, followed by a visit to the Ocean Beach Railway.

The FRONZ Annual Awards Dinner will be held on Sunday evening at the Scenic Hotel Southern Cross.

Bookings for both Conference and hotel accommodation will be available on our web site from 1 April 2017.

More detail on plans for the 2017 FRONZ conference will be published as they are confirmed.

WOODVILLE STATION

Update received from Don Selby

Thanks for your coverage of the above. Yet another new battle and a very important one to all the main line operators and the local community. There has been further progress with a locally led Trust likely to be formed and a preliminary scoping inspection by a supportive builder in the pipeline. Pleased to report that KiwiRail and its property people are very supportive and some good ideas have been suggested.

The local service clubs put on meals for a Steam Inc trip last Sunday (on the platform) and it was very well received by the passengers and a potential help with income for the new Trust.

Just one point. Right at the beginning of your article I am seriously misquoted by the NZ Herald. This originated from an interview I gave the editor of our local newspaper and has been spread far and wide via the APN network of which our paper is a member.

I never said "It is believed to be the last surviving railway junction in NZ". What I did say was "It is believed to be the finest survivor of a country railway junction in NZ". My authority for that was none other than the late Euan McQueen who said it some years ago when I first discussed the building with him.

So I would appreciate it if you perhaps clarify the situation in a future issue.

Finally there are a lot of railfans and others who are interested in buildings and other relevant railway infrastructure. Some of them may wish to support this new Trust. When it is properly formed I will advise you of its contact details so perhaps you would be good enough to print this information in due course.

Regards

Don Selby



On Sunday 13th November **Steam Incorporated** ran a train from Paekakariki to Woodville and return via the Manawatu Gorge. At Woodville Station the train was greeted by a contingent of locals offering a range of eats, local produce and crafts. Photos by John Bovis from the Steam Incorporated Facebook site.

**JOURNAL IS FOR ALL OF YOUR MEMBERS. PLEASE
FORWARD IT TO ALL ON YOUR E-MAIL LISTS**

NEWS FROM OUR MEMBERS

These items are obtained from numerous e-newsletters that our member groups publish. Members are welcome to submit these or any other information they would like to share with the wider rail and tramway heritage community by e-mailing to scottosmond@xtra.co.nz

PAHIATUA RAILCAR SOCIETY INC



During Labour weekend RM 31 returned to the Taranaki for the first time in nearly two generations. The local shuttles were well supported by the folk in New Plymouth which made for a great weekend. It was nostalgic for those who used to travel regularly on the Standard railcars and later the Blue Streak railcars and great experience for many young folk who have never ridden the rails. Attached are a selection of photos taken during the three days. *Photos: Doug Johnston.*



SILVER STREAM RAILWAY

Santa will be visiting Silver Stream Railway on Sunday the 4th of December from 11am till 4pm.

C847, our largest operating steam locomotive and our vintage railcar will be running with Santa in attendance. Entry tickets are valid for as many rides on either train as you want. Gates open at 11am with trains running regularly throughout the day.



GISBORNE CITY VINTAGE RAIL



Gisborne City Vintage Railway will be running trips to Muriwai, with trains hauled by Wa 165, over the summer. For dates see page 9.

BUSH TRAMWAY CLUB

From "Pukemiro Junction"

Open days.

September can only be described as an extremely busy day. We had 551 passengers! By the time the 10am train had gone to the top end of the line and was passing the station at the Junction on its way to the bottom end there was already at least another train load of passengers waiting so we just threw the timetable out the window and ran as often as we could. The next train to go at its advertised time was the 2pm train. Needless to say we hauled a very good total for the day. Luckily the weather was fine.

The October Open Day was a lot quieter. Could have been due to the extremely heavy rain early in the morning although the rest of the day was cloudy with only a couple of showers. We were fortunate to have some members of the Horseless Carriage car club and a Morris Car club turn up with their cars. A very good display.

Photo: A selection of visiting Horseless Carriage Club vehicles lined up at the station by '402' and the Peckett on the busy October Open Day (Image: E.B.)



WAITAKERE TRAMLINE SOCIETY

From Dam Tram News. Jim Eyre, President reports.

Talks with a prominent and very keen Auckland Council operated enterprise are now underway regarding plans to finally bring narrow gauge trains back to the Waitakeres. With the new Mayor, Phil Goff, in place, I'm hoping that we will get more support from Council. Good things do take time. Be assured that the Strategy Group will be working with the enterprise and Council to make positive progress, and we have a reliable spokesperson who is very familiar with the tourism industry, actively representing us to them. He is keeping me up to date.

In November, I will be calling another Strategy Group Committee meeting to update the SGC, get more ideas and possibly get the Waitakere Ranges Tramlines Trust formed. I left some drafted deed of trust papers with our friendly local lawyer and Future West candidate, Greg Presland, and will check what the Charities Commission have recommended.

WANGANUI TRAMWAYS TRUST

This article is reprinted in full from the SteamRail Wanganui newsletter as there is much interest in the fate of the Wanganui tram.

Repairing Wanganui's Tram After The Great Flood Of 2015

By Mark Seconi

Wanganui's short riverside tramway has been out of action for over a year. No 12 tram Mable had been offering rides each Sunday afternoon and by private arrangement up until the big floods of June 2015. The tram has since been out of operation for a long time. This article will outline the flood event and the steps taken to get the tramway up and running by this summer.

The Flood

On the 20th June 2015, the heavy rainfall lifted the levels of the Whanganui River to exceed the hundred year event volume. The river also had a large volume of water entering into it from lower tributaries. Normally when heavy rain takes place in the upper reaches, there is 12 hours of notice before the oncoming fresh arrives in Wanganui Township. But with much of the flood being generated in the lower reaches as well, the warning times were short and the ability to prepare for the flood was limited. There was no time to organise a truck and crane to take away the tramcar and generator, or bring in lifting jacks and raise the tramcar onto blocks. The Tramways Trust was contacted by the authorities and given only a little time to get to the tramshed and lift important items and documents only. When the flood warning was issued, many of the tramways volunteers could not make it in, because they were busy with their day to day lives or actually involved in the emergency flood response activities elsewhere in the region.

The news that a big flooding event was imminent was passed onto Wanganui Tramways on Saturday evening. Yes, there were people that knew sooner of the predicted event earlier in the afternoon, but Civil Defence's resources were consumed in moving residents from their homes. Once it was established that the stop-banks would be breached, council resources were poured into the residential zones. The council really had their hands full just looking after people. Preparations at the tramshed just clearly ran out of time.

Horizons Regional Council later reviewed their data and said this was the largest Whanganui Flood in recorded history. The river rose up late Saturday night and inundated the tramshed with 300mm of water above the rails. This deposited large amounts of silt around the tramshed to levels similar to the SteamRail shed. SteamRail probably suffered worse and those SteamRail members who had to dig mud for weeks would have had an insight into what many property owners were going through at the time of the clean-up.

The silt was very fine and hard to clean out, once it had entered into the machinery. The silt entered into the stationary overhead supply generator located in the tramshed. The generator is made up of an AC motor connected via a shaft to the DC generator motor for the tramlines overhead. Being situated on the tramshed floor, these motors suffered badly. The tramcar's traction motors are slung higher than rail level of course and had about 70mm of water enter into them. When the water receded, it initially looked like the tram motors had escaped damage. However, the severity of the damage was more appreciated later, when a closer inspection took place.

Seeking Advice

The Tramways Trust had to seek advice from several different sources about what best options to take in repair work and eventual reintroduction of the tram into service. Some people said it could simply be done in the shed by trying to dry the motors out with heavy duty blow driers. Some other advice sought from Melbourne and Wellington cautioned the Trust over making risky decisions to undertake ad-hoc repairs on site under insurance. Should the results have been unsuccessful, there would have been insurance issues. Advice was also taken from the insurance companies. The time taken to gather advice and make assessments was about three months in total. The trust felt this was acceptable in finding the best possible solutions to fix the damage correctly without taking on additional risk. A quick home-made repair job could have been done, and with a little luck, the tram could have been up and running some time ago. But, if hidden problems had later surfaced, the insurance company may not have paid out.

The trust went on to commission work to extract the motors from their mountings and transport them to a specialist electrical engineering company in Palmerston North. The company was Norlings CEG Pumps & Motors. They had heavy duty equipment that could deal with large industrial type motors of all kinds. They also have the facilities to rewind and refurbish the motors.

Repairs Begin

The first step was to remove the tram's body from the frame at the Tramshed. The tram's truck was then rolled out along the line and picked up by an Emmetts truck and taken to the Wastewater Treatment Plant workshop. Then the motors were removed and then transported to Palmerston North along with the overhead generator's motors.

The DC motor provided a lot of problems during its repairs. Because of its pre-war-year vintage, it's method of construction was out-dated and unfamiliar. The workshop had to put quite a bit of time in to acquire customised tools just to pull the motor apart



to the point where an internal assessment could be undertaken. The silt had to be washed out with a special agent and the windings dried in large workshop ovens. The windings were heated up to 70 degrees and sustained at that temperature for a number of days to remove all moisture.

Of the two motors from the tram's truck, one was in good condition and could be repaired without too much effort. But the other motor had suffered bad corrosion and took a lot longer to repair after the silt was removed. There were tests done on the motor's resistance. If the resistance was high, this meant that the motor was in good condition and it is basically having an uninterrupted current going through the windings. But initial testing of this motor found that the readings were quite low. Once dried out, this motor had all corrosion removed and a new insulative coating applied to the windings.

Re-Commissioning

By August 2016, No 12 tram was back in one piece with its motors refitted and happily housed in the tramshed on Taupo Quay. The generator's motors had their refurbishment completed in October and were trucked back to Wanganui and installed in the tramshed in the first week of November. Next is the re commissioning process. At about the time this newsletter goes to print, the tramcar and it's systems are going to be tested from scratch. The overhead and line will have to be tested to make sure that there is the full return current without any loss or any earth leakage. The Tramcar's air brakes and hand brakes will have to be tested and re adjusted. All volunteers will have to do a refresher course in the line's operations. This recommissioning will be in line with what is required under the Trust's operating license with the NZTA.

The aim is to have the line operating by Summer 2016/17.

Thank you to Wanganui Tramways Chairman Kritzo Venter for his help in preparing notes for this article.

STEAMRAIL WANGANUI

From "Wanganui's Mixed Traffic & Railscene".

Track Loan: Most members will be aware that over the last few months the river boat Waimarie was dry-docked next to the Dublin street bridge for its big survey. This was done by laying railways tracks down into the water, then using the modified original cradle they used to use at Q west for the boat to sit on. This was then pulled out of the water by two Traction engines. The boat was pulled from the water on September the 17th and went back in on the 5th of November. What members might not be aware of due to it not being publicized is the track used belongs to SteamRail Wanganui. The group loaned the River Boat Trust the rails and in return for its use the Trust is giving the club a reasonable donation. Photos taken by Charley Masters and Kylie Jordan.

Wanganui Vintage/Heritage Weekend: SRW will once again be involved with the Wanganui Vintage/Heritage weekend over the Wellington Anniversary weekend in January 2017. At this stage we plan to have our building open to the public on the Saturday 21st and Sunday the 22nd and we hope to do jigger rides on the Monday the 23rd. Mainline Steam have confirmed that they are keen to come along with their Jb on that weekend also (this will depend on their carriages getting mainline certification done in time).



*Left: the cradle made to slip the Waimarie and the two traction engines.
Below: The cradle in the water ready for the Waimarie.*





Left: The Waimarie still afloat, on the cradle ready for the big pull.

Right: The Waimarie "on the hard" for its survey.



CLASSIFIEDS

WHOLESALE OFFER TO ALL FRONZ MEMBERS

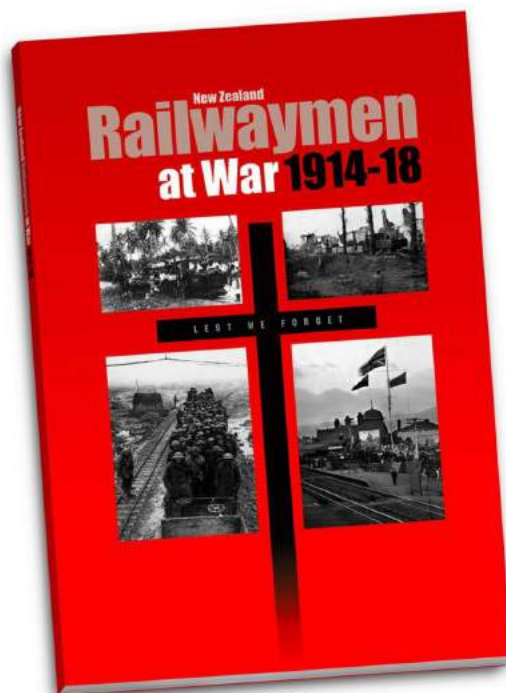
New Zealand Railwaymen at War 1914-18

By 1918 more than 7,500 of New Zealand Railway's permanent and casual employees had enlisted for military service, equivalent to almost 40% of its total 1914 workforce. They served throughout the New Zealand Expeditionary Force, some putting their skills to work by manning specialist rail-operating units in Samoa and Belgium.

The cost was high. At least 450 railwaymen lost their lives, the greatest loss suffered by a single New Zealand employer and one that would be commemorated via a range of distinctive First World War memorials.

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BAY OF ISLANDS RAILWAY TICKET THEFTS

The information below has been circulated by BOIVR.

Especially for those local to Kawakawa, please be aware someone is knocking on doors purporting to sell Family Tickets for the Bay of Islands Vintage Railway.

These tickets have been stolen from us, and therefore anyone buying them is also being robbed.

PLEASE DO NOT BUY ANY DOOR-KNOCKING SELLERS OF OUR TICKETS.

We only sell our tickets at the station.

BOIVR Trustee and Membership Secretary of the Gabriel Club.

Answerphone: 09 - 407 3458

boivrgabrielclub@gmail.com

INTERNATIONAL NEWS

THE IMMENSE COST OF LARGE TRUCKS ON REGIONAL ROADS NOW BECOMING CLEAR

From Railpage

Just spent 4 days travelling around NE Victoria and southern NSW. The condition of roads all around the Riverina out to Temora, along the Olympic Highway etc is really bad. Every few kilometres there are road signs warning of rough surface etc, but it is so bad that there are many locations with no warning signs at all and you're just confronted with huge potholes and broken up road surface.

It is very clearly evident that with the huge road rigs transporting grain (including to rail bins) that the longer term impact of increasing use of these vehicles that were meant to reduce costs is now starting to bite with roads literally now falling apart. The condition of rural roads I'd say is almost out of control with reports in these threads, the media generally all saying much the same thing.

The heartening thing is to see investment in regional grain lines starting to ramp up but of course way too late. There is already grain flowing everywhere either clearing carry over grain or early new season grain and I saw 4 grain train consists including the 4 C classes heading north through the Cullerin Range. In those 4 days I only saw one more traditional style of farmers rigid truck with a grain bin on its way to the local receival point.

So going forward when you have major infrastructure like the West Gate Bridge requiring weight reduction then the same is going to happen to huge sections of regional roads that cannot be repaired or upgraded which becomes a very significant infrastructure issue increasing the real cost of delivering freight in a competitive market!!!

I have also done quite a lot of travelling on rural highways and roads in Northern NSW in recent times and also noted the poor state of repair they are in. The lesson is clear. Get every bit of freight off roads and on to rail as possible and stop closing railway lines. Editor.

RAIL ENTHUSIASTS URGED TO JUMP ON BOARD NEW FOOTPLATE EXPERIENCE ON WEST COAST WILDERNESS RAILWAY

From Railpage

A NEW West Coast Wilderness Railway trip called Footplate Experience is set to excite enthusiasts far and wide. Passengers can hop into the cramped cabin and "drop the rag" to fire up the boiler, says general manager Anthony Brown.

"It's for the puffer nutters who just love the railway and the steam engine," Mr Brown said.

The passenger who fires the steam boiler will start from the very beginning of the trip at 6.30am.



They will help drive the train on the four-hour return Rack and Gorge trip into the untamed West Coast Wilderness, under the watchful eye of highly experienced train drivers including father and son Bob and James Smith.

The West Coast Wilderness Railway at Queenstown. Picture: CHRIS KIDD
The Smiths are a proud family of three generations of loco drivers born and bred in Queenstown.

"You don't have to be a rail enthusiast to love it and at the same time many passengers have waited their whole lives to come here," James said.

Locomotive number one's engine is the first brought to Queenstown from Glasgow, Scotland, almost 120 years ago.

The trip includes a safety induction and a loan of overalls and cap. Passenger drivers get their own flask, mug and packed lunch and take part in a daily safety briefing before they help move the loco to Queenstown Station and have their photograph taken with the crew. Back at Queenstown they will have the opportunity to debrief with the crew.

The journey takes in the Rinadeena Saddle and King River Gorge.

*Editor's note: The **West Coast Wilderness Railway** is a reconstruction of the Mount Lyell Mining and Railway Company railway in Tasmania between Queenstown and Regatta Point, Strahan. <http://www.wcwr.com.au/>*

FUTURE MAINLINE EXCURSIONS

A new feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all will be covered from newsletters and web sites but if any members have excursion plans please send them to Journal at scottosmond@xtra.co.nz.

Railway Enthusiasts Society

“Railcars from Whangamomona”. 25/26 March 2017.

Feilding & Districts Steam Rail Society Inc

Christmas Parade Train - Palmerston North-Feilding . 11 December 2016

Steam Incorporated

Christmas Grand Circle - Sun 4 December 2016

Christmas Twilight Express – Sun 4 December

Eketahuna Express – Sat 7 January 2017

Art Deco – Sat 18 February 2017

NIMT Scenic Daylight - Sun 26 March 2017

Mangaweka Express - Sun 1 April 2017

Dunedin Railways

Regular Taieri Gorge and North Line services

Gisborne City Vintage Railway

Gisborne to Muriwai -

Sunday, 27th November 2016

Tuesday, 27th December 2016

Wednesday, 28th December 2016

Tuesday, 03rd January 2017

Wednesday, 04th January 2017

Saturday, 28th January 2017

Sunday, 29th January 2017

Saturday, 25th February 2017

Sunday, 26th March 2017

Saturday, 15th April 2017

No Mainline Excursions presently advertised for:

Pahiatua Railcar Society

Mainline Steam

Diesel Traction Group

PICTURE OF THE MONTH



D. L. A. Turner

From the camera of D.L.A. Turner a look at the Kaikoura Coast this time last year. The post-earthquake job of restoring the road and railway is the subject of much speculation.

**FRONZ CONFERENCE DUNEDIN
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